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(54) **SYSTEM AND METHOD FOR DRIVING A RELAY CIRCUIT**

(71) Applicant: **NXP B.V.**, Eindhoven (NL)

(72) Inventors: **Clemens Gerhardus Johannes de Haas**, Ewijk (NL); **Luc van Dijk**, Nijmegen (NL)

(73) Assignee: **NXP B.V.**, Eindhoven (NL)

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H01H 47/00	(2006.01)
F02N 11/08	(2006.01)

(52) **U.S. Cl.**

CPC ***H01H 47/32*** (2013.01); ***F02N 11/087*** (2013.01); ***H01H 47/001*** (2013.01); ***H01H 47/002*** (2013.01); *F02N 2200/063* (2013.01)

(58) **Field of Classification Search**

CPC H01H 47/32; H01H 47/001; F02N 11/087; F02N 2200/063

See application file for complete search history.

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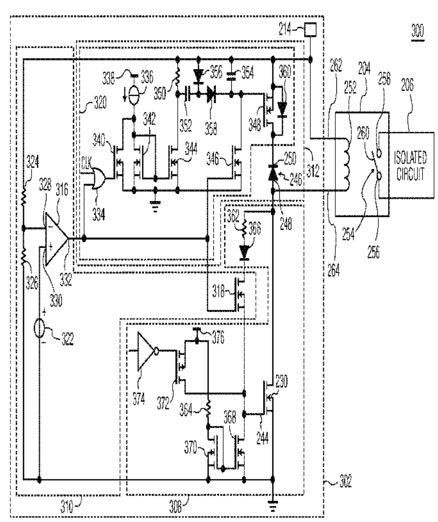
Primary Examiner — Zeev V Kitov

(57) **ABSTRACT**

A system and method for driving a relay circuit involves driving a relay circuit using a first driver circuit if a voltage of a battery supply for the relay circuit is lower than a voltage threshold and driving the relay circuit using a second driver circuit if the voltage of the battery supply for the relay circuit is higher than the voltage threshold.

9 Claims, 4 Drawing Sheets



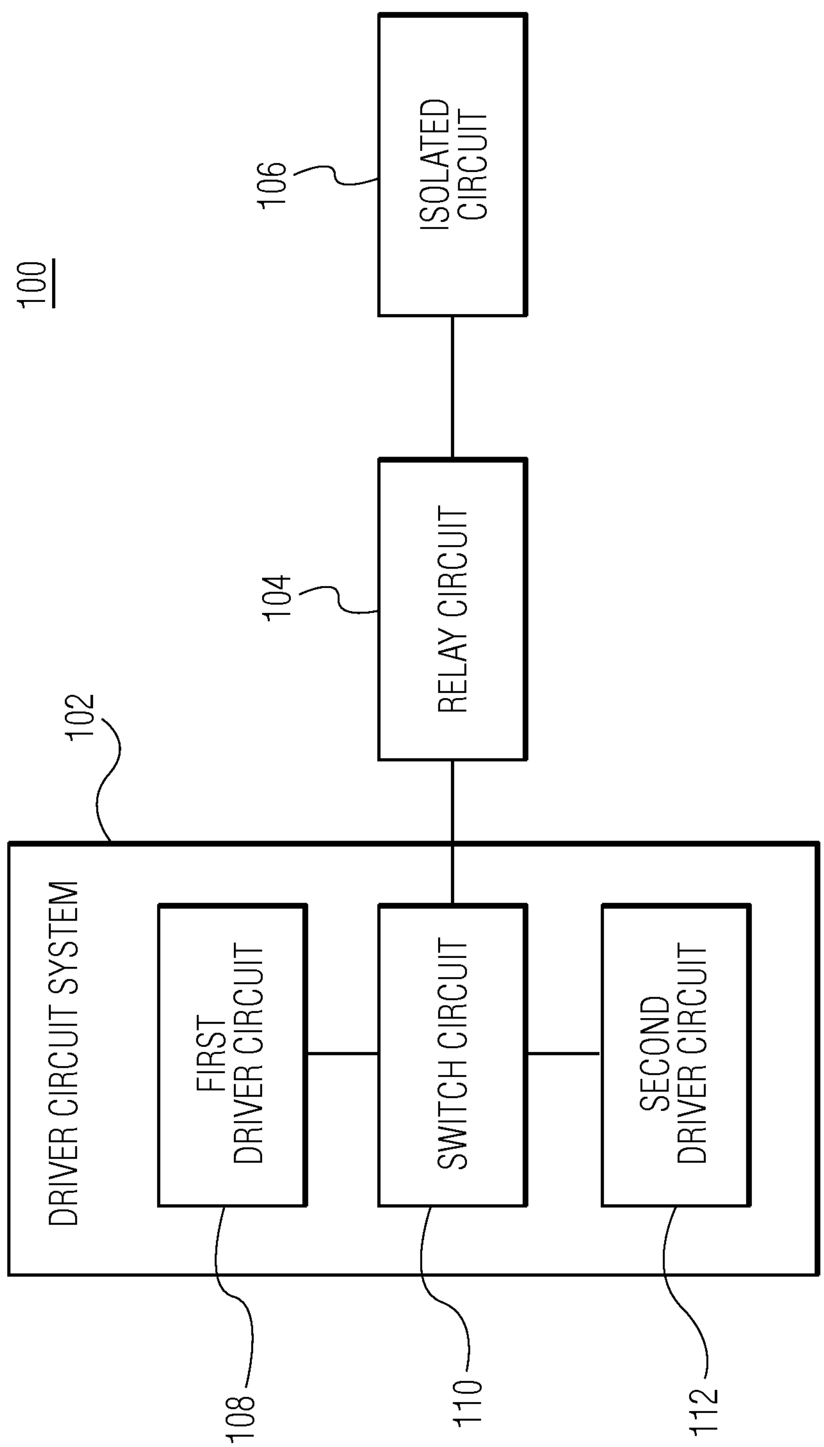

100
106
ISOLATED CIRCUIT
104
RELAY CIRCUIT
102
DRIVER CIRCUIT SYSTEM
FIRST DRIVER CIRCUIT
SWITCH CIRCUIT
SECOND DRIVER CIRCUIT
108
110
112

FIG. 1

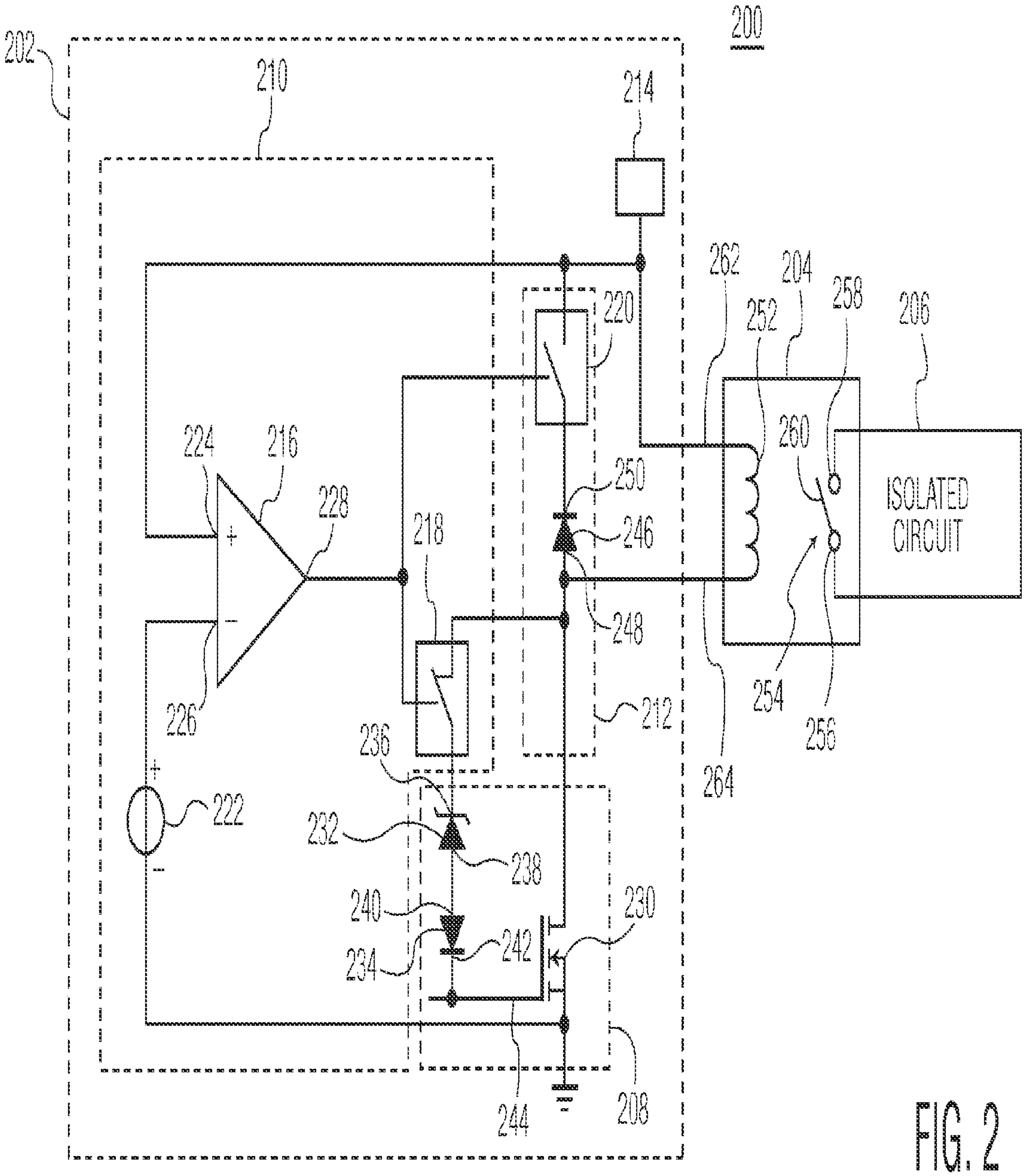

200
202
210
214
262
204
252
258
206
220
260
ISOLATED CIRCUIT
224
216
228
250
246
218
248
212
254
256
264
236
232
238
222
+
−
240
242
230
234
244
208

FIG. 2

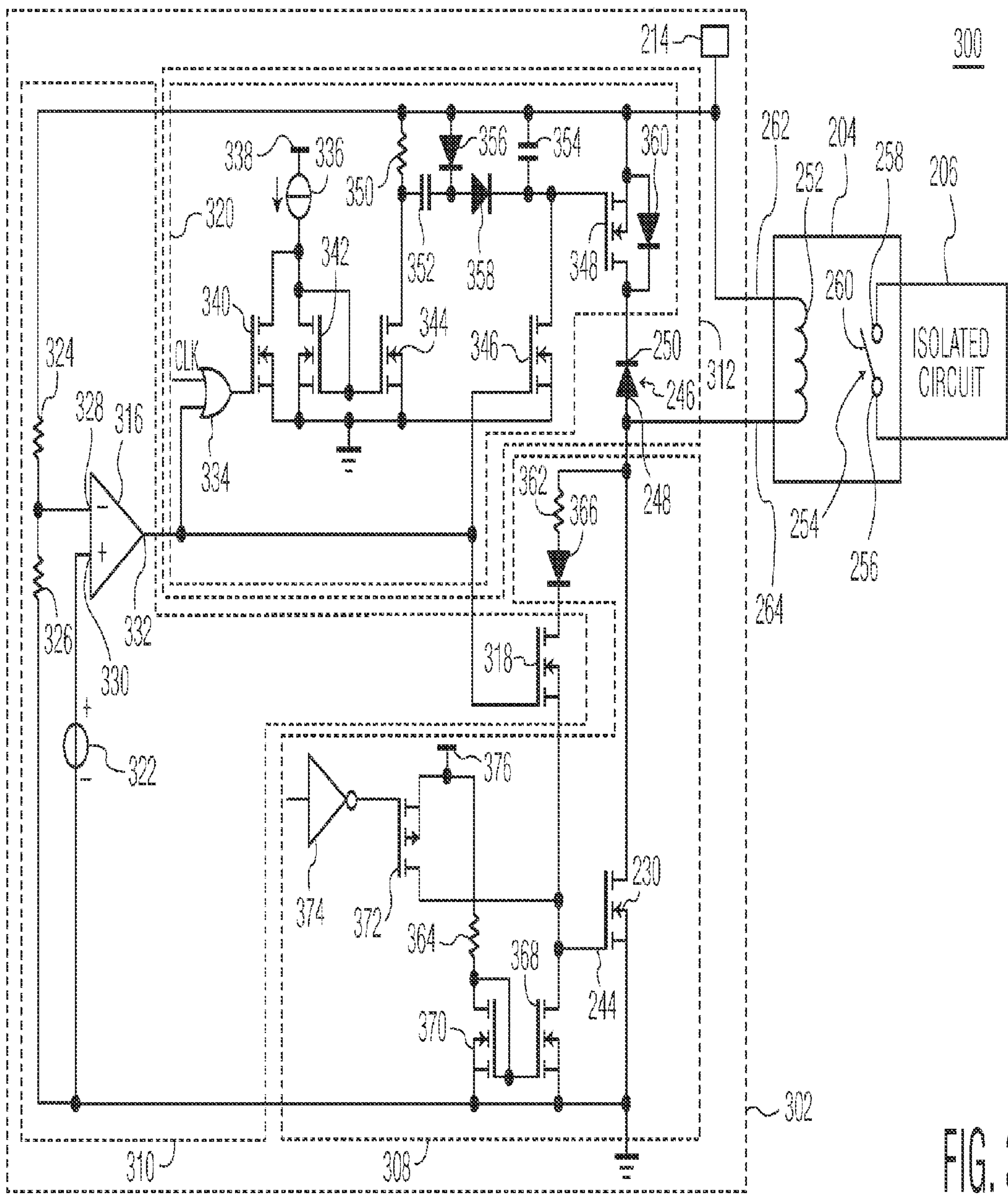

300
214
ISOLATED CIRCUIT
CLK
204
206
262
252
258
260
254
256
264
302
308
310
312
316
318
320
322
324
326
328
330
332
334
336
338
340
342
344
346
348
350
352
354
356
358
360
362
364
366
368
370
372
374
376
230
244
246
248
250

FIG. 3

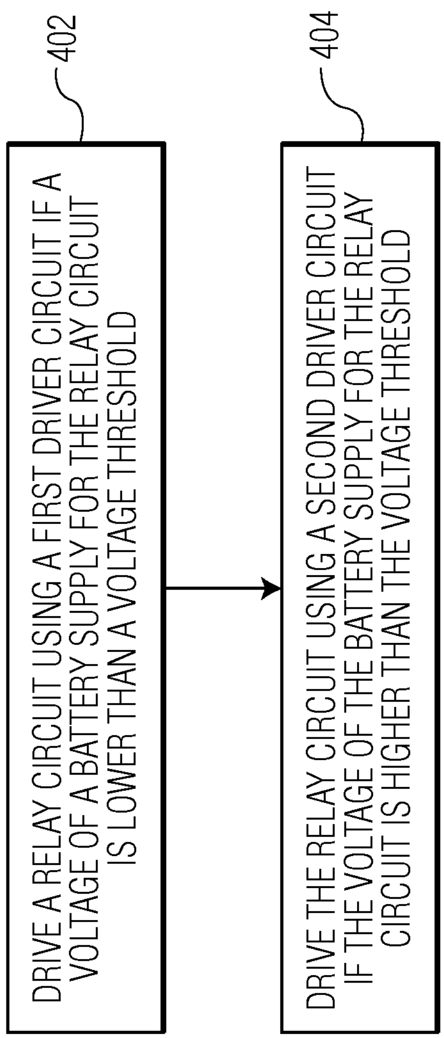

402
DRIVE A RELAY CIRCUIT USING A FIRST DRIVER CIRCUIT IF A VOLTAGE OF A BATTERY SUPPLY FOR THE RELAY CIRCUIT IS LOWER THAN A VOLTAGE THRESHOLD
404
DRIVE THE RELAY CIRCUIT USING A SECOND DRIVER CIRCUIT IF THE VOLTAGE OF THE BATTERY SUPPLY FOR THE RELAY CIRCUIT IS HIGHER THAN THE VOLTAGE THRESHOLD

FIG. 4

SYSTEM AND METHOD FOR DRIVING A RELAY CIRCUIT

This application is a continuation of copending U.S. patent application Ser. No. 12/892,745, filed on Sep. 28, 2010, the contents of which are incorporated by reference herein.

Embodiments of the invention relate generally to electrical systems and methods and, more particularly, to systems and methods for driving a relay circuit.

A relay circuit provides electrical isolation between different circuits. Using a relay circuit, a low current circuit can be used to control a high current circuit while the low current circuit is electrically isolated from the high current circuit by the relay circuit. A relay driver circuit is usually used to drive a relay circuit. However, characteristics of the relay circuit such as turn-off speed and lifetime can be affected by the relay driver circuit.

A system and method for driving a relay circuit involves driving a relay circuit using a first driver circuit if a voltage of a battery supply for the relay circuit is lower than a voltage threshold and driving the relay circuit using a second driver circuit if the voltage of the battery supply for the relay circuit is higher than the voltage threshold.

In an embodiment, a method for driving a relay circuit involves driving a relay circuit using a first driver circuit if a voltage of a battery supply for the relay circuit is lower than a voltage threshold and driving the relay circuit using a second driver circuit if the voltage of the battery supply for the relay circuit is higher than the voltage threshold.

In an embodiment, a driver circuit system for driving a relay circuit includes a first driver circuit configured to drive a relay circuit using a first driving mechanism, a second driver circuit configured to drive the relay circuit using a second driving mechanism, and a switch circuit configured to switch off the first driver circuit and to switch on the second driver circuit if a voltage of a battery supply for the relay circuit is higher than a voltage threshold. The second driving mechanism is different from the first driving mechanism.

In an embodiment, a driver circuit system for driving a relay circuit includes a first switch connected to a relay circuit, a second switch connected to a battery supply for the relay circuit, a voltage source, a comparator, a first diode, a second diode, a third diode, and a driver transistor. The comparator includes a first input terminal connected to the battery supply for the relay circuit, a second input terminal connected to the voltage source, and an output terminal connected to the first switch and the second switch. The cathode of the first diode is connected to the first switch, the anode of the first diode is connected to the anode of the second diode, and the cathode of the third diode is connected to the second switch. The cathode of the second diode is connected to the gate of the driver transistor and the anode of the third diode is connected to the driver transistor.

Other aspects and advantages of embodiments of the present invention will become apparent from the following detailed description, taken in conjunction with the accompanying drawings, depicted by way of example of the principles of the invention.

FIG. **1** is a schematic block diagram of an electrical circuit in accordance with an embodiment of the invention.

FIG. **2** depicts an embodiment of the electrical circuit of FIG. **1**.

FIG. **3** depicts another embodiment of the electrical circuit of FIG. **1**.

FIG. **4** is a process flow diagram of a method for driving a relay circuit in accordance with an embodiment of the invention.

Throughout the description, similar reference numbers may be used to identify similar elements.

It will be readily understood that the components of the embodiments as generally described herein and illustrated in the appended figures could be arranged and designed in a wide variety of different configurations. Thus, the following detailed description of various embodiments, as represented in the figures, is not intended to limit the scope of the present disclosure, but is merely representative of various embodiments. While the various aspects of the embodiments are presented in drawings, the drawings are not necessarily drawn to scale unless specifically indicated.

The described embodiments are to be considered in all respects only as illustrative and not restrictive. The scope of the invention is, therefore, indicated by the appended claims rather than by this detailed description. All changes which come within the meaning and range of equivalency of the claims are to be embraced within their scope.

Reference throughout this specification to features, advantages, or similar language does not imply that all of the features and advantages that may be realized with the present invention should be or are in any single embodiment.

Rather, language referring to the features and advantages is understood to mean that a specific feature, advantage, or characteristic described in connection with an embodiment is included in at least one embodiment. Thus, discussions of the features and advantages, and similar language, throughout this specification may, but do not necessarily, refer to the same embodiment.

Furthermore, the described features, advantages, and characteristics of the invention may be combined in any suitable manner in one or more embodiments. One skilled in the relevant art will recognize, in light of the description herein, that the invention can be practiced without one or more of the specific features or advantages of a particular embodiment. In other instances, additional features and advantages may be recognized in certain embodiments that may not be present in all embodiments of the invention.

Reference throughout this specification to "one embodiment," "an embodiment," or similar language means that a particular feature, structure, or characteristic described in connection with the indicated embodiment is included in at least one embodiment. Thus, the phrases "in one embodiment," "in an embodiment," and similar language throughout this specification may, but do not necessarily, all refer to the same embodiment.

FIG. **1** is a schematic block diagram of an electrical circuit **100** in accordance with an embodiment of the invention. The electrical circuit may be used for various applications in which an isolated circuit is controlled by another circuit. In some embodiments, the electrical circuit is used for automobile applications such as controlling modules such as engine, rain wipers, window, roof, doors, and/or brakes of a motor vehicle.

In the embodiment depicted in FIG. **1**, the electrical circuit **100** includes a driver circuit system **102**, a relay circuit **104**, and an isolated circuit **106**. Although the electrical circuit is depicted and described with certain components and functionality, other embodiments of the electrical circuit may include fewer or more components to implement less or more functionality.

The driver circuit system **102** of the electrical circuit **100** is configured to drive the relay circuit **104** to control the isolated circuit **106**. In the embodiment depicted in FIG. **1**, the driver circuit system includes a first driver circuit **108**, a second driver circuit **112**, and a switch circuit **110**. Although the driver circuit system is shown in FIG. **1** as including only two driver circuits, the driver circuit system may include more than two driver circuits in other embodiments.

In the embodiment depicted in FIG. **1**, the first driver circuit **108** of the driver circuit system **102** is configured to drive the relay circuit using a first driving mechanism. The second driver circuit **112** of the driver circuit system is configured to drive the relay circuit using a second driving mechanism, which is different from the first driving mechanism.

The first driver circuit **108** and the second driver circuit **112** may share a semiconductor device. The shared semiconductor device may be any type of semiconductor device. In an embodiment, the first driver circuit and the second driver circuit share a driver transistor.

The switch circuit **110** of the driver circuit system **102** is configured to switch off one of the first and second driver circuits **108**, **112** and to switch on another one of the first and second driver circuits if a certain relationship between a voltage of a battery supply for the relay circuit **104** and a voltage threshold is met. In an embodiment, when a circuit is switched off, at least a part of all components in the circuit is disabled and dysfunctional. In this case, when a circuit is switched on, all components in the circuit are enabled and functional.

In an embodiment, the switch circuit **110** switches off the first driver circuit **108** and switches on the second driver circuit **112** if the voltage of the battery supply for the relay circuit is higher than the voltage threshold. In this case, the relay circuit **104** is driven using the second driver circuit if the voltage of the battery supply for the relay circuit is higher than the voltage threshold. The switch circuit switches off the second driver circuit and switches on the first driver circuit if the voltage of the battery supply for the relay circuit is lower than the voltage threshold. In this case, the relay circuit is driven using the first driver circuit if the voltage of the battery supply for the relay circuit is lower than the voltage threshold.

The relay circuit **104** of the electrical circuit **100** provides electrical isolation between the driver circuit system **102** and the isolated circuit **106**. In the embodiment depicted in FIG. **1**, the relay circuit is configured to be energized by the driver circuit system to control the isolated circuit.

The isolated circuit **106** of the electrical circuit **100** is isolated from the driver circuit system **102** by the relay circuit **104**. The isolated circuit usually differs from the driver circuit system in circuit characteristics. For example, the isolated circuit is a high voltage circuit and the driver circuit system is a low voltage circuit. In another example, the isolated circuit is a high current circuit and the driver circuit system is a low current circuit.

Switching off one of the first and second driver circuits **108**, **112** and switching on another one of the first and second driver circuits when a certain relationship between the voltage of the battery supply for the relay circuit **104** and the voltage threshold is met enables driving the relay circuit using a particular driver circuit under the certain relationship between the voltages. Therefore, a driver circuit that achieves a particular benefit or has a specific characteristic when there is a certain relationship between the voltage of the battery supply for the relay circuit and the voltage threshold can be chosen from multiple driver circuits to drive the relay circuit.

In some applications, the relationship between the voltage of the battery supply for the relay circuit **104** and a predefined voltage threshold is fixed. For example, in some automotive applications, the voltage of the battery supply is smaller than the voltage threshold in most of the lifetime of the relay circuit.

Therefore, a driver circuit can be selected to achieve a particular benefit or to exhibit a specific characteristic under the fixed relationship. When the relationship between the voltage of the battery supply and the predefined voltage threshold changes, a different driver circuit can be chosen to achieve another particular benefit or to exhibit another specific characteristic.

In an embodiment, one of the first and second driver circuits **108**, **112** is an active clamping driver circuit and another one of the first and second driver circuits is a free-wheel diode driver circuit. Two of such embodiments of the electrical circuit **100** of FIG. **1** are depicted in FIGS. **2** and **3**.

The electrical circuits **200**, **300** in the embodiments depicted in FIGS. **2** and **3** can be used in automotive applications where the battery supply for the relay circuit is a 12 volt battery supply. The electrical circuits may be used for central body control modules, rain wipers, window lifters, roof modules, power sliding doors, anti-lock braking system (ABS), Electronic stability Programme (ESP), and engine control of a motor vehicle. For example, when the ignition switch of a motor vehicle is turned on, approximately 12 volts is applied to the starter solenoid of the motor vehicle, the coil of the starter solenoid is energized, and the battery voltage is delivered through switch contacts to the starter motor of the motor vehicle.

FIG. **2** depicts an embodiment of the electrical circuit **100** of FIG. **1** in which one of the first and second driver circuits **108**, **112** is an active clamping driver circuit and another one of the first and second driver circuits is a free-wheel diode driver circuit. In the embodiment depicted in FIG. **2**, the electrical circuit **200** includes a driver circuit system **202**, a relay circuit **204**, and an isolated circuit **206**. The driver circuit system includes a switch circuit **210**, an active clamping driver circuit **208**, a free-wheel diode driver circuit **212**, and a battery supply **214** for the relay circuit **204**. Although the driver circuit system is shown in FIG. **2** as including the battery supply for the relay circuit, in other embodiments, the battery supply for the relay circuit may be external to the driver circuit system and not included in the driver circuit system. For example, the battery supply for the relay circuit in a motor vehicle is the main battery of the motor vehicle.

The switch circuit **210** of the driver circuit system **202** includes a comparator **216**, a first switch **218**, a second switch **220**, and a voltage source **222**. In the embodiment depicted in FIG. **2**, the comparator of the switch circuit includes a first input terminal **224** connected to the battery supply **214** for the relay circuit **204**, a second input terminal **226** connected to the voltage source, and an output terminal **228** connected to the first switch and the second switch. The first switch of the switch circuit is configured to switch on or to switch off the active clamping driver circuit **208** under the control of the comparator. The second switch of the switch circuit is configured to switch on or to switch off the free-wheel diode driver circuit **212** under the control of the comparator. The voltage source of the switch circuit is configured to have a voltage value that is equal to the voltage threshold.

In an embodiment, the battery supply **214** for the relay circuit **204** is an automotive 12 volt battery supply and the operating range of the battery supply for the relay circuit is from 5 volts to 18 volts. In this case, the voltage threshold of the voltage source **222** is set to 18 volts. However, in some situations, the voltage value of the battery supply for the relay circuit can rise to be above the voltage threshold of the voltage source. For example, during a vehicle jump start, the voltage value of the battery supply can rise to between 18 volts and 28 volts. During a vehicle load dump, the maximum voltage value of the battery supply can be higher than 28 volts.

The active clamping driver circuit **208** of the driver circuit system **202** includes a driver transistor **230**, a first diode **232**, and a second diode **234**. The active clamping driver circuit limits the output voltage across the driver transistor to a safe value. The driver transistor can be any type of semiconductor transistor. In the embodiment depicted in FIG. **2**, the driver transistor is a Metal Oxide Semiconductor Field Effect Transistor (MOSFET). In the embodiment depicted in FIG. **2**, the first diode **232** is a Zener diode and the second diode **234** is a normal diode. As depicted in FIG. **2**, the cathode **236** of the first diode **232** is connected to the first switch **218**, the anode **238** of the first diode **232** is connected to the anode **240** of the second diode **234**, and the cathode **242** of the second diode **234** is connected to the gate **244** of the driver transistor. In the embodiment depicted in FIG. **2**, the driver transistor is connected to ground.

The free-wheel diode driver circuit **212** of the driver circuit system **202** shares the driver transistor **230** with the active clamping driver circuit **208**. In the embodiment depicted in FIG. **2**, the free-wheel diode driver circuit includes the driver transistor **230** and a third diode **246**. As depicted in FIG. **2**, the anode **248** of the third diode **246** is connected to the driver transistor and the cathode **250** of the third diode **246** is connected to the second switch **220**. In this configuration, the third diode **246** is connected in parallel with the relay circuit **204** to limit the voltage across the driver transistor and to prevent breakdown of the driver transistor.

Compared to the free-wheel diode driver circuit **212**, the active clamping driver circuit **208** significantly increases the turn-off speed of the relay circuit **204** at low supply voltages. Because the lifetime of relay switch contacts in the relay circuit can be determined by the duration of the arc between the relay switch contacts during the turn-off of the relay circuit, the fast turn-off of the relay circuit can increase the lifetime of the relay switch contacts. In addition, compared to the free-wheel diode driver circuit, the active clamping driver circuit increases the dissipation in the driver transistor **230** during the turn-off of the relay circuit. At high supply voltages, the turn-off speed advantage of the active clamping driver circuit disappears and the increase of the dissipation in the driver transistor can be significant enough to threaten the function of the driver transistor. To accommodate the active clamping driver circuit under high supply voltages, the chip area for the driver transistor has to be significantly increased to distribute the increased dissipation in the driver transistor. Furthermore, for the active clamping driver circuit, the clamping voltage should always be higher than the voltage of the battery supply **214** to guarantee to be able to turn off the relay circuit during a load dump.

Compared to the active clamping driver circuit **208**, the cost to manufacture the free-wheel diode driver circuit **212** is lower. In addition, the free-wheel diode driver circuit incurs a lower dissipation in the driver transistor **230** during the turn-off of the relay circuit **204**. The disadvantage of the free-wheel diode driver circuit is the slow turn-off of the relay circuit under low supply voltages.

Therefore, using only the active clamping driver circuit **208** when the voltage of the battery supply **214** for the relay circuit **204** is lower than a predefined voltage threshold and using only the free-wheel diode driver circuit **212** when the battery supply voltage is higher than a predefined voltage threshold combines the benefit of fast turn-off of the relay circuit with the benefit of the low dissipation of the driver transistor **230**. Specifically, by using only the active clamping driver circuit when the battery supply voltage is lower than a predefined voltage threshold, the turn-off speed of the relay circuit at low supply voltages is increased, which in turn increases the lifetime of the relay contacts. In addition, using only the free-wheel diode driver circuit when the battery supply voltage is higher than a predefined voltage threshold has the benefit of low dissipation of the driver transistor while maintaining the same turn-off speed of the relay circuit compared to active clamping. As a result, the dissipation in the driver transistor at high supply voltages can be reduced, which results in a significant reduction in chip area for the driver transistor.

A possible drawback to using only the free-wheel diode driver circuit **212** when the voltage of the battery supply **214** for the relay circuit **204** is higher than a predefined voltage threshold is that the turn-off speed of the relay circuit is low. However, in some applications, the battery supply voltage is smaller than a predefined voltage threshold throughout most of the lifetime of the relay circuit. For example, for automotive applications where the battery supply is an automotive 12 volt battery supply, the battery supply voltage is smaller than the voltage threshold of 18 volts in most of the lifetime of the relay circuit. Typically, a vehicle jump start event, where the battery supply voltage can rise to between 18 volts and 28 volts, occurs only for 600 seconds over a 10 year lifetime. A vehicle load dump event, where the maximum battery supply voltage can be even higher than 28 volts, occurs only for 60 seconds over a 10 year lifetime.

The relay circuit **204** of the electrical circuit **200** provides electrical isolation between the driver circuit system **202** and the isolated circuit **206**. In the embodiment depicted in FIG. **2**, the relay circuit includes a relay coil **252** and a relay switch **254**. The relay switch is connected to the isolated circuit and includes two relay switch contacts **256**, **258** and a contact arm **260**. The relay switch can be any type of relay switch. In an embodiment, the relay switch is a mechanical relay switch that includes mechanical switch contacts and a mechanical contact arm. The relay coil of the relay circuit is configured to be energized by the driver circuit system to control the relay switch contacts. Specifically, when an electric current from the driver circuit system is passed through the relay coil, the resulting magnetic field connects the relay contacts with the contact arm and enables or closes the relay switch. In the embodiment depicted in FIG. **2**, the battery supply **214** for the relay circuit is connected to one terminal **262** of the relay coil and to the second switch **220** while another terminal **264** of the relay coil is connected to the anode **248** of the third diode **246**, to the driver transistor **230**, and to the first switch **218**. The isolated circuit **206** in the embodiment depicted in FIG. **2** is the same as or similar to the isolated circuit **106** in the embodiment depicted in FIG. **1**.

FIG. **3** depicts another embodiment of the electrical circuit **100** of FIG. **1** in which one of the first and second driver circuits **108**, **112** is an active clamping driver circuit and another one of the first and second driver circuits is a free-wheel diode driver circuit. In the embodiment depicted in FIG. **3**, the electrical circuit **300** includes a driver circuit system **302**, a relay circuit **204**, and an isolated circuit **206**.

The driver circuit system **302** of the electrical circuit **300** includes a switch circuit **310**, an active clamping driver circuit **308**, a free-wheel diode driver circuit **312**, and a battery supply **214** for the relay circuit **204**. Although the driver circuit system is shown in FIG. **3** as including the battery supply for the relay circuit, in other embodiments, the battery supply for the relay circuit may be external to the driver circuit system and not included in the driver circuit system.

In the embodiment depicted in FIG. **3**, the switch circuit **310** of the driver circuit system **302** includes a comparator **316**, a switch transistor **318** for the active clamping driver circuit **308**, a switch transistor circuit **320** for the free-wheel diode driver circuit **312**, a voltage source **322**, a resistor **324** connected between the comparator and the battery supply **214** for the relay circuit **204**, and a resistor **326** connected between the comparator and the voltage source.

The comparator **316** of the switch circuit **310** includes a first input terminal **328** connected to the battery supply **214** for the relay circuit **204** via the resistor **324**, a second input terminal **330** connected to the voltage source **322**, and an output terminal **332** connected to the switch transistor **318** and to the switch transistor circuit **320**.

The switch transistor **318** of the switch circuit **310** is configured to switch on or to switch off the active clamping driver circuit **308** under the control of the comparator **316**. The switch transistor circuit **320** of the switch circuit is configured to switch on or to switch off the free-wheel diode driver circuit **312** under the control of the comparator. In the embodiment depicted in FIG. **3**, the switch transistor circuit **320** includes an OR gate **334**, a current source **336** connected to a fixed voltage source **338**, such as 3.3 volts, transistors **340**, **342**, **344**, **346**, **348**, a resistor **350**, capacitors **352**, **354**, and diodes **356**, **358**. The OR gate of the switch transistor circuit includes an input terminal configured to receive a clock signal (CLK) and another input terminal connected to the output terminal **332** of the comparator **316**. The transistors **340**, **342**, and **344** are connected between the current source and ground. The resistor **350**, the capacitor **354**, the transistor **348**, and the diodes **356** and **360** are connected to the battery supply **214**. In the embodiment depicted in FIG. **3**, the transistor **348** includes an internal back-gate diode **360**. In an embodiment, the current from the current source is equal to the voltage value of the fixed voltage source **338** divided by the resistance value of the resistor **350**. The voltage source **322** of the switch circuit is configured to have a voltage value that is equal to a bandgap voltage.

The active clamping driver circuit **308** of the driver circuit system **302** includes a driver transistor **230**, resistors **362**, **364**, a diode **366**, transistors **368**, **370**, **372**, and a NOT gate **374**. The active clamping driver circuit is switched on or off by the switch transistor **318** under the control of the comparator **316** to limit the output voltage across the driver transistor to a safe value. In the embodiment depicted in FIG. **3**, the driver transistor is driven by input signals to the NOT gate and the switch transistor **318** enables the active clamp driver circuit when the driver transistor **230** is driven high. The gate **244** of the driver transistor **230** is connected to the switch transistor **318** and the transistors **368** and **372**. The transistor **372** is connected to a fixed voltage source **376**, such as 3.3 volts. In the embodiment depicted in FIG. **3**, the transistors **230**, **368**, and **370** are connected to ground.

The free-wheel diode driver circuit **312** of the driver circuit system **302** shares the driver transistor **230** with the active clamping driver circuit **308**. The free-wheel diode driver circuit includes the driver transistor **230** and a diode **246**. In the embodiment depicted in FIG. **3**, the anode **248** of the diode **246** is connected to the driver transistor and the cathode **250** of the diode **246** is connected to the switch transistor circuit **320**. In this configuration, the diode **246** is connected in parallel with the relay circuit **204** to limit the voltage across the driver transistor to prevent breakdown of the driver transistor.

Two examples of operations of the electrical circuit **300** are described below. In the first example, the battery supply **214** to the relay circuit **204** and to the resistors **324** and **326** satisfies:

$$V_{bat} < \frac{V_{thre} \times (R_1 + R_2)}{R_1}, \tag{1}$$

where V_{bat} represents the voltage of the battery supply, V_{thre} represents the voltage threshold of the voltage source **322**, R_1 represents the resistance value of the resistor **326**, and R_2 represents the resistance value of the resistor **324**. In this case, the comparator output at the output terminal **332** is logic high and the active clamping driver circuit **308** is activated by the switch transistor **318**. When the input signal at the NOT gate **374** is logic '1', the gate of the transistor **372** is driven to ground and the gate **244** of the driver transistor **230** is driven with the fixed voltage source **376**. The terminal **264** of the relay circuit **204** is driven low and the relay circuit is activated. When the input signal at the NOT gate **374** becomes logic '0', the transistor **372** opens and the gate voltage of the driver transistor **230** starts to drop. The electric current through the driver transistor **230** and the relay coil **252** of the relay circuit decreases while the inductance of the relay coil generates a high voltage on the terminal **264** of the relay circuit. If the voltage on the terminal **264** of the relay circuit becomes higher than a voltage value, the gate **244** of the driver transistor **230** will be driven by the voltage feedback via the resistor **362**, the diode **366**, and the switch transistor **318**, which effectively clamps the voltage on the terminal **264** of the relay circuit and decreases the current through the driver transistor **230** to zero. When the current stops flowing through the driver transistor **230**, the voltage on the terminal **264** of the relay circuit will drop back to the battery supply level and the gate of the driver transistor **230** will be pulled down to ground.

In the second example, the battery supply **214** to the relay circuit **204** and to the resistors **324** and **326** satisfies:

$$V_{bat} > \frac{V_{thre} \times (R_1 + R_2)}{R_1}, \tag{2}$$

where V_{bat} represents the voltage of the battery supply, V_{thre} represents the voltage threshold of the voltage source **322**, R_1 represents the resistance value of the resistor **326**, and R_2 represents the resistance value of the resistor **324**. The comparator output at the output terminal **332** is logic low and the active clamping driver circuit **308** is disabled. When the input signal at the NOT gate **374** makes the transition from logic '1' to logic '0', the current through the driver transistor **230** will immediately become zero, which results in a positive peak voltage on the terminal **264** of the relay circuit **204** caused by the inductance of the relay coil **252**. Because the comparator output at the output terminal **332** is logic low, transistors **340** and **346** are now open and the charge pump circuit builds around transistors **342**, **344**, the resistor **350**, the capacitors **352**, **354**, and the diodes **356** and **358** drives the transistor **348**. The current of the relay coil **252** now runs through the diode **246** of the free-wheel diode driver circuit **312** to discharge the inductance.

FIG. **4** is a process flow diagram of a method for driving a relay circuit in accordance with an embodiment of the invention. At block **402**, a relay circuit is driven using a first driver circuit if a voltage of a battery supply for the relay circuit is lower than a voltage threshold. At block **404**, the relay circuit is driven using a second driver circuit if the voltage of the battery supply for the relay circuit is higher than the voltage threshold.

Although the operations of the method herein are shown and described in a particular order, the order of the operations of the method may be altered so that certain operations may be performed in an inverse order or so that certain operations may be performed, at least in part, concurrently with other operations. In another embodiment, instructions or sub-operations of distinct operations may be implemented in an intermittent and/or alternating manner.

In addition, although specific embodiments of the invention that have been described or depicted include several components described or depicted herein, other embodiments of the invention may include fewer or more components to implement less or more feature.

Furthermore, although specific embodiments of the invention have been described and depicted, the invention is not to be limited to the specific forms or arrangements of parts so described and depicted. The scope of the invention is to be defined by the claims appended hereto and their equivalents.

What is claimed is:

1. A circuit, comprising:

a relay circuit;

a first driver circuit, the first driver circuit includes a first switch coupled to the relay circuit and a second switch coupled to a battery supply for the relay circuit; and

a second driver circuit coupled to the relay circuit,

wherein the circuit is configured such that the first driver circuit drives the relay circuit if a voltage of the battery supply for the relay circuit is lower than a preselected voltage threshold and the second driver circuit drives the relay circuit if the voltage of the battery supply is higher than the preselected voltage threshold, wherein the first driver circuit is an active clamping driver circuit, wherein the second driver circuit is a free-wheel diode driver circuit, wherein the active clamping driver circuit comprises a driver transistor, a first diode, and a second diode, wherein the cathode of the first diode is connected to a first switch, the anode of the first diode is connected to the anode of the second diode, and the cathode of the second diode is connected to the gate of the driver transistor, wherein the free-wheel diode driver circuit comprises the driver transistor and a third diode, and wherein the anode of the third diode is connected to the driver transistor and the cathode of the third diode is connected to a second switch.

2. The circuit of claim **1**, wherein driving the relay circuit using the first driver circuit comprises operating the first driver circuit using a first driving mechanism, wherein driving the relay circuit using the second driver circuit comprises operating the second driver circuit using a second driving mechanism, and wherein the second driving mechanism is different from the first driving mechanism.

3. The circuit of claim **1** further configured to switch off the first driver circuit and switch on the second driver circuit if the voltage of the battery supply for the relay circuit is higher than the voltage threshold.

4. The circuit of claim **1**, wherein the battery supply is an automotive 12 volt battery supply, and wherein the voltage threshold is 18 volts.

5. A driver circuit system for driving a relay circuit, the driver circuit system comprising:

a first driver circuit configured to drive a relay circuit using a first driving mechanism;

a second driver circuit configured to drive the relay circuit using a second driving mechanism, wherein the second driving mechanism is different from the first driving mechanism; and

a switch circuit configured to switch off the first driver circuit and to switch on the second driver circuit if a voltage of a battery supply for the relay circuit is higher than a voltage threshold, wherein the first driver circuit is an active clamping driver circuit, wherein the second driver circuit is a free-wheel diode driver circuit, wherein the active clamping driver circuit comprises a driver transistor, a first diode, and a second diode, wherein the cathode of the first diode is connected to a first switch of the switch circuit, the anode of the first diode is connected to the anode of the second diode, and the cathode of the second diode is connected to the gate of the driver transistor, wherein the free-wheel diode driver circuit comprises the driver transistor and a third diode, and wherein the anode of the third diode is connected to the driver transistor and the cathode of the third diode is connected to a second switch of the switch circuit.

6. The driver circuit system of claim **5**, wherein the switch circuit comprises a comparator, a first switch, a second switch, and a voltage source, wherein the comparator comprises:

a first input terminal connected to the battery supply for the relay circuit;

a second input terminal connected to the voltage source; and

an output terminal connected to the first switch and the second switch, and wherein the first switch is configured to switch on or to switch off the active clamping driver circuit, the second switch is configured to switch on or to switch off the free-wheel diode driver circuit, and the voltage source is configured to have a voltage value that is equal to the voltage threshold.

7. The driver circuit system of claim **5**, wherein the relay circuit comprises a relay coil, wherein the battery supply for the relay circuit is connected to one terminal of the relay coil and the second switch, and wherein another terminal of the relay coil is connected to the anode of the third diode, the driver transistor, and the first switch.

8. The driver circuit system of claim **5**, wherein the battery supply is an automotive 12 volt battery supply, and wherein the voltage threshold is 18 volts.

9. The driver circuit system of claim **5**, wherein the first driver circuit and the second driver circuit share a semiconductor device.

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